

CLASSIFICATION ~~SECRET~~

25X1

COUNTRY East Germany

REPORT

TOPIC Merseburg Airfield

25X1

EVALUATION

25X1

PLACE OBTAINED

DATE OF CONTENT

25X1

DATE OBTAINED

DATE PREPARED

30 November 1953

REFERENCES

25X1

PAGES

3

ENCLOSURES (NO. & TYPE) 1 - one sketch with legend

REMARKS

1. On 29 September 1953, air activity was being conducted at Merseburg airfield by MiG-15s. On 30 September, formation flying was practiced by swept-back jet fighters. Trucks observed in the vicinity of the field.

2. The following air activity and aircraft were observed at the field between 9 October and 4 November:

9 October. Between 4:30 p.m. and 5:15 p.m., at individual flight was made by a MiG-15. Visibility was good and there were no clouds.

10 October. Between 10:45 a.m. and 4 p.m., aircraft practiced flying in elements of twos. The weather was cloudless and visibility was limited to 3 km.

13 October. Between 10 a.m. and 1 p.m., there was air activity by formations of four and five aircraft. There were no clouds and visibility was limited to 3 km.

14 October. Between 8 a.m. and 4:45 p.m., swept-back jet fighters practiced flying in formations of twos and fours. The sky was cloudless.

18 to 22 October. No air activity was observed. There was mostly thick fog.

23 October. Between 2:30 p.m. and 2:10 p.m., take-offs were made by two MiG-15s. There were no clouds and visibility was limited to about 1,000 meters.

24, 25, and 26 October. No air activity was conducted because of poor visibility. The ceiling was at an altitude of 100 meters and visibility was limited to 300 meters.

27 October. Between 9:15 a.m. and 4:10 p.m., local individual flights were made by swept-back jet aircraft. There was a closed ceiling at 1,000 meters and visibility of 1 km.

28 October. Between 1 p.m. and 4:30 p.m., aircraft practiced flying in elements of twos. A The weather was cloudless and visibility limited to 4 km.

CLASSIFICATION ~~SECRET~~

SECRET

25X1

- 2 -

29 and 30 October. No air activity was observed. There was a closed ceiling at an altitude of 100 meters.

25X1 31 October. Between 10:30 a.m. and 2:20 p.m., aircraft made flights in elements of twos, remaining aloft for 55 to 65 minutes. [redacted]

25X1 [redacted] There were no clouds and visibility was limited to 1/4 km.

1 to 3 November. No air activity was observed.

4 November. Between 10 a.m. and 3 p.m., local flights were made by a U-MiG-15 at large intervals. There was a closed ceiling at 200 meters and visibility of about 1 km. Each flight lasted 3 to 4 minutes.

25X1 [redacted] the swept-back jet fighter unit, which had arrived at Merseburg airfield on 27 September, was permanently stationed at the field. As air activity was carried out on the previous pattern, source believed that the new unit had the same operational procedures as the previous unit. All shrapnelproof aircraft revetments which were observed [redacted] on 3 and 4 November were occupied. 25X1 On 4 November, about 60 aircraft were observed at the field. Recently, reconnaissance activity has been rather difficult, in as much as Soviet sentries now patrol along the western edge of the field on bicycles.

3. In October, large quantities of fuel arrived at the field. The fuel containers observed had shipping labels with a green crossline and the inscription: "From Leuna/railroad station Gross Corbetha to railroad station Merseburg/Friedenshohe." 2

4. Most of the airfield area was surrounded by a barbed wire fence except for the north-eastern corners where a wooden fence was seen. There were some gaps in the fence along the eastern and western edges. [redacted] sketch of the field. 1

5. [redacted] the flight control station was housed in a building southwest of the hangar in the eastern section of the field. This building was higher than the other buildings at the field and had tower-like superstructure with a flat roof on which a high rod antenna and a wind cone were fitted. 25X1

6. The fuel dump was located in the southern section of the field, exactly at the extension of the former road to the north, west of the westernmost hangar. No ammunition dump was previously observed at the field. However, [redacted] the AAA unit, since it has re-occupied the emplacement, stored ammunition at the firing range. 1

25X1 7. The inner low frequency beacon was located in the eastern flying lane. On 4 October, two Kniferest-type radar sets were observed at the field, one in the southeastern corner and the other one on the northern edge. Two telescopic masts were seen near the temporary buildings at the northern edge of the field. A radar set consisting of a wide and curved grid, which rotated in a clockwise motion on its axle and a mast with a ball on top, which probably was also a radar set, were located on the northern edge. The radio mast, about 25 meters high, and with a wire frame, which had been previously observed on the landing field was no longer seen after 28 October. Two radio trucks each with a telescopic antenna were located at the field, one in the eastern section and the other one in the southeastern corner. The house trailers were observed near the latter radio truck. 3

SECRET

SECRET

25X1

- 3 -

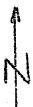
- 25X1 8. No stationary rotary searchlights were observed previously. During night flying activity, [] searchlight between the runway and taxiway located approximately in the middle of the landing field; the searchlight rotated at regular intervals. When night flights were made, the runway was illuminated by a searchlight mounted on a truck in the eastern section of the field. A flare path, beginning at the radio installation east of the runway, consisted of 7 red searchlights which were arranged approximately at the extension of the southern edge of the runway. The lights were mounted on poles about 2 meters high. The dim red light was radiated laterally upward at the approaching aircraft. Two red lamps were erected on both sides of the eastern and western ends of the runway and white lamps were located on either side of the entire runway. No boundary lights were seen. Obstacle lights were only fitted on the radio installation in the eastern section and on the smokestack of a vinegar factory.
- 25X1 9. The AA guns previously observed in the emplacement on the eastern edge of the field were removed. They were not observed in another emplacement. Trucks [] with drivers wearing black-bordered blue epaulets, were observed entering and leaving the field.
- 25X1 1. [] Comment. The fighter regiment with 35 MiG-15s which landed at Merseburg airfield in connection with the maneuver by the Third Shock Army was believed to have come from Altenburg. [] The observation [] on 4 November 1953 indicates that two regiments are stationed in Merseburg. However, [] the aircraft of the fighter regiment from Altenburg were observed at their home field. Therefore, it cannot be determined which unit is additionally stationed at Merseburg airfield. A yet no information of a change in occupation has been received from other airfields. []
- 25X1 2. [] Comment. This is a direct fuel supply from Leuna Plant to Merseburg airfield, probably in connection with the increased fuel consumption during the maneuvers by the Third Shock Army and the Eighth Gds Army. Merseburg airfield is usually supplied with fuel from Aken.
- 25X1 3. [] Comment. On 7 October 1953, [] the Kniferest-type set on the northern edge of the field was dismantled and that the 25-meters radio mast with the wire frame was observed for the first time. [] A radar station consisting of 1 Dumbo-type set, 1 Kniferest-type set, and 1 Token-type set is believed to be located at Merseburg airfield.

SECRET

Approved For Release 2005/07/13 : CIA-RDP80-00810A003101050001-0
Herseburg Airfield Annex

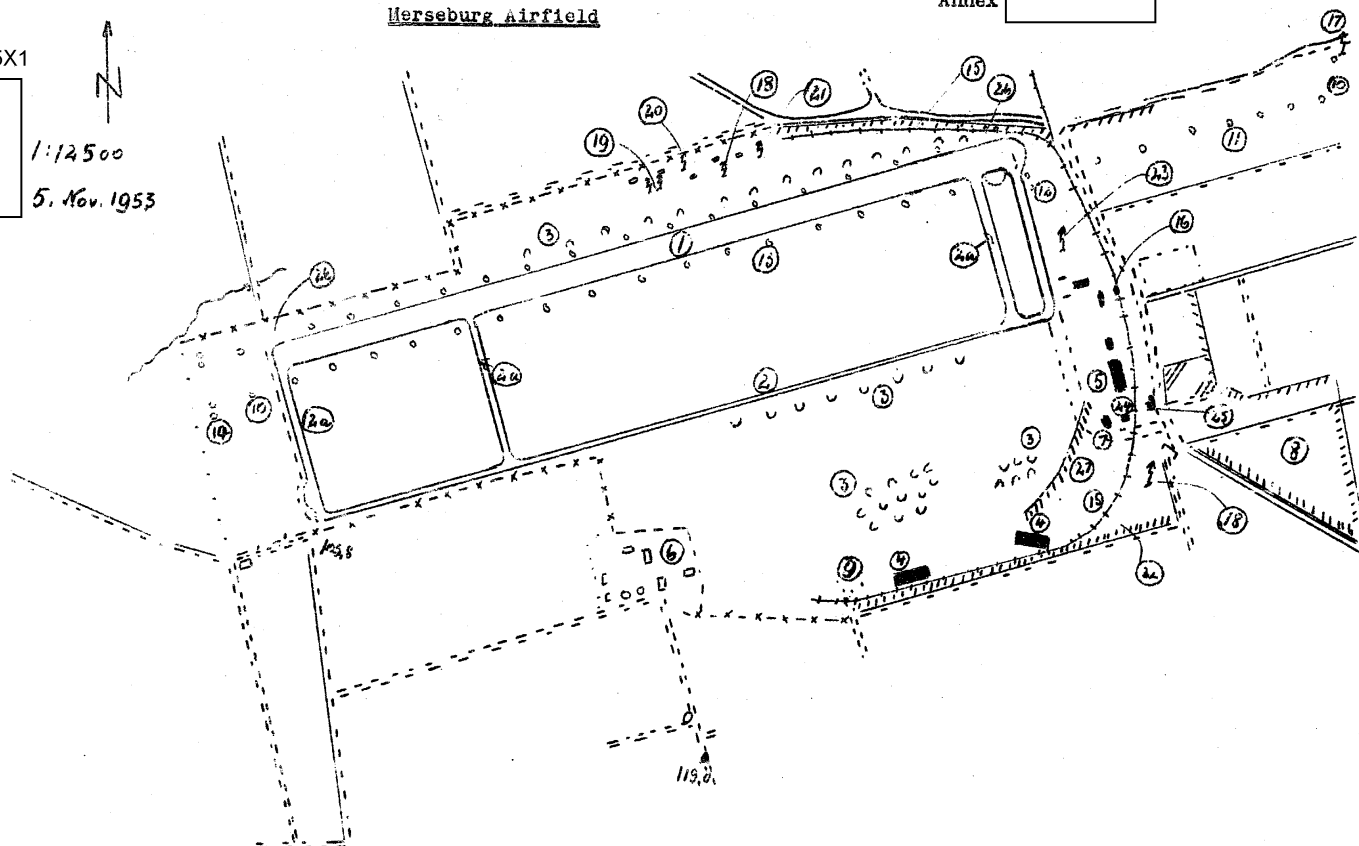
25X1

25X1



1:12500

5. Nov. 1953



SECRET

SECRET

For legend, see next page
Approved For Release 2005/07/13 : CIA-RDP80-00810A003101050001-0

SECRET

25X1



Merseburg Airfield.

Legend:

- 1 Runway
- 2 Taxiway
- 2a Connecting lanes
- 3 45 shrapnelproof aircraft revetments (
- 4 Hangars
- 5 Repair hangar
- 6 Firing range
- 7 Flight control station
- 8 Billeting buildings
- 9 Fuel dump
- 10 Landing searchlights mounted on trucks
- 11 Seven red searchlights, 25 to 30 in diameter, on poles, about 2 meters high
- 12 Four red lamps on both sides of the runway
- 13 White lamps on both sides of the runway
- 14 Four red lamps
- 15 Spur track
- 16 Sheds and loading ramp
- 17 Inner low frequency landing beacon
- 18 Two Kniferest-type radar sets
- 19 Telescopic masts
- 20 Token-type radar set
- 21 Radio mast with ball on top, radar set
- 22 Radar set with telescopic antenna
- 23 Radar set with telescopic antenna; two house trailers are parked nearby
- 24 Sheds

SECRET

SECRET

25X1



- 25 Guardhouse at entrance gate
- 26 Hut, probably sentry box
- 27 Wooden fence between repair hangar and hangar
- 28 Shed
- 29 Orchard

SECRET,